

NO. 13,802.

號四月七日一千九百零一年

HONGKONG, THURSDAY, JULY 4, 1907.

四月五日

PRICE, \$3.00 Per Number.

Intimations.

THORNE'S
OLD VAT



This VAT was started by the late Robert THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN \$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.,
Hongkong, May 1, 1907.

783

TAI KWONG CO.,
109, Des Voeux Road, Central.

gasoline LAMPS
AND
WELSBACK MANTLES.

Hongkong, June 14, 1907.

1017

HONGKONG GYMKHANA CLUB

THE THIRD MEETING of the
Society will be held at the HAPPY
VALLEY on SATURDAY, 6th July, 1907,
commencing at 4.00 p.m.

The Charge of Admission will be \$1.00
for others than Members of the Hongkong
Jockey Club or Gymkhana Club.

The Committee invite the Ladies of
Hongkong to be present.
Post Entries will be accepted for Events
No. 3, 4, 5 and 6.

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.

Hongkong, July 3, 1907.

1112

THEATRE ROYAL,
CITY HALL.

FOR TWO NIGHTS ONLY.

FIRST APPEARANCE THIS YEAR

OF THE
NEW BANDMANN
OPERA CO.

55 LONDON ARTISTS 55

Under the Direction of
MAURICE E. BANDMANN.

For the First Time in Hongkong

THURSDAY, JULY 11,
THE DAIRYMAIDS.

FRIDAY, July 12,
THE BELLE OF MAYFAIR.

NEW PLAYS; NEW SCENERY; NEW SONGS;

NEW COMPANY; NEW EVERYTHING.

The Company this year is Travelling with
its own Orchestra.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Plays now open at S. MOUTRIE & CO., LTD.

Commences at 9 p.m. sharp.

Hongkong, July 2, 1907.

1105

CANTON-CHINA.

1.—THE CANTON RIVER BRIDGE COMPANY, LIMITED, invite sealed tenders for the construction and erection, complete in every respect, of a STEEL CANTILEVER AND GIRDER BRIDGE, in the Front Reach, Canton, on a site about 740 foot to the West of the Dutch-folly Fort.

2.—The Bridge is for the purpose of connecting the city of Canton with the suburb of Honan, and will be of the following leading measurements:—

Total length, between

Abutments 1,102 feet

Central Span 420

One Span 132

Two Spans 160, each

Clear Height to underside
of Central Span above 75

High Water Level 30

Width inside handrails 30

3.—The general conditions, specifications, drawings, form of tender and all other information may be obtained at the offices of Mr. WILLIAM DANBY, M. Inst. C.E., Hongkong and Canton, or at the following Agencies of the Chartered Bank of India, Australia and China, viz.: London, Paris, Hamburg or New York.

4.—A Charge of \$250.00 (Max.) will be made for the Specification and set of Drawings, which will be returned to the Contractor upon the receipt of a bona fide tender.

5.—Sealed tenders to be sent to the Hongkong Office of the Company, No. 7, Queen's Road, Central and addressed to Mr. LAU CHIN TING (Chairman), not later than noon on the 19th of October next, endorsed "Tender for Bridge, Canton."

6.—The Directors do not bind themselves to accept the lowest of any tender, or to refund any expense incurred in tendering.

By order,
LAU CHIN TING,
Chairman.

Hongkong, May 30, 1907.

1103

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPEBUILDERS

WORKS: KOWLOON BAY, OFFICES & STORES: NO. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

5.5. HONAM, 2,663 tons, Captain H. D. Jones.
6.5. POWAN, 2,328 tons, Captain W. A. Valentine.

6.5. FAITHSHAN, 2,280 tons, Captain G. Lloyd.
6.5. KINSHAN, 1,935 tons, Captain B. Branch.

6.5. HEUNGSHAN, 1,932 tons, Captain R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday Excepted), 10 P.M. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday Excepted).

The S.S. POWAN will leave HONGKONG every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from CANTON every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

5.5. SUI-AN, 1,651 tons, Captain E. H. Grainger.
6.5. SULTAN, 1,651 tons, Captain G. F. Morrison.

Departures from HONGKONG to MACAO on week days at 8 A.M. from Douglas Wharf and at 2 P.M. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving HONGKONG at 9 A.M. from Douglas Wharf and from MACAO at 5 P.M.

The Company also run a steamer from MACAO on Sunday morning at 7.30 A.M. and from HONGKONG at 1 P.M. from the Company's Wharf.

Departures from MACAO to HONGKONG on week days at 7.30 A.M. and 2 P.M.

Canton-Macao Line.

5.5. LUNGSHAN, 219 tons, Captain T. Hamlin.
6.5. NANNING, 589 tons, Captain A. McKinnon.

One of the above Steamers leaves CANTON for MACAO every Monday, Wednesday and Friday at about 8 A.M. and the other leaves MACAO for CANTON on the same days at 8.30 A.M. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWINE.
Agents, CHINA NAVIGATION CO., LTD.

STANDARD

VISIBLE

TYPEWRITERS.

Sec our Latest

Special

Fraction

Keyboard.

The OLIVER STANDARD VISIBLE TYPEWRITER.

© THE OLIVER TYPEWRITER CO., LTD., are prepared,

during the stay of their SPECIAL REPRESENTATIVE in HONGKONG, to take OLD TYPEWRITERS of any make or condition in part

payment for OLIVERS. This is an opportunity to have your

Office up-to-date.

No. 1, Prince's Buildings.

Hongkong, June 11, 1907.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

BELL'S ASBESTOS

THE MOST RELIABLE DACER PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c. ALWAYS IN HAND

OFFICE: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

SUMMER UNDERWEAR
in Gauze, Wool, etc.

LIGHT ZEPHYR SHIRTS
White and Coloured.

TIES, WAISTCOATS, BELTS.

TROPICAL SWEATERS.

BATHING COSTUMES.

LANE, CRAWFORD & CO.

Hongkong, June 17, 1907.

WANTED.

EDITOR for an important STRAITS JOURNAL. Good Salary to thoroughly competent journalist. Must be well informed on FAR EASTERN SUBJECTS.

Apply, giving full particulars of past experience and stating salary required, to

H. L.

C/o 'CHINA MAIL' Office.

Hongkong, July 1, 1907.

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St George's Building, Victoria, Hongkong, on SATURDAY, JULY 13th day of JULY, 1907, at 12 o'clock Noon, when the said jointed Resolution will be proposed.

That it is desirable to capitalise the sum of \$90,000 being part of the undivided profits of the Company standing to the credit of the Company's reserve fund and accordingly that the said sum be distributed as a bonus amongst the Shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the Shareholders the 20.000 unused shares in like proportion.

The TRANS-FAR BOOKS of the Company will be CLOSED from SATURDAY, the 13th July, SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN, TOME & CO., General Managers.

Hongkong, July 1, 1907.

PATELL & CO., SHAMEEN CANTON.

GENERAL STOREKEEPERS, WHOLESALE and RETAIL

DEALERS IN WINES and SPIRITS.

Export & Import Merchants,

AND Commission Agents.

KUNG YIK GODOWNS. 盘公

NOTICE IS HEREBY GIVEN that the Godown, No. 171, 172, SHAK TEE 57, Paya West, on (M. Lot Nos. 204 to 205), formerly known as Po Po Godown, the land for which having been held by the late Mr. J. C. L. Landlord, and business will be hereafter continued under the name of the KUNG YIK GODOWNS. The owners are prepared to accept goods on storage at very moderate rates, and avail of the opportunity to give notice that loans at most favourable rates of interest may be obtained from the Undersigned against goods stored in the KUNG YIK Godown.

THE SAM WANG LAND INVESTMENT CO., LTD., SAM WANG & CO., LTD., SAM WANG & CO., LTD.,

Telephone: No. 321.

Address: 61, Queen's Road Central.

U. YUK OH, Managing Director.

Hongkong, July 2, 1907.

1102

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS,
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

2123

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES
FOR SALE, REPAIR, EXCHANGE AND HIRE.
THE DRAGON CYCLE CO.,
11, D'ASUAR Street.

Hongkong, February 16, 1907. 2215

**TAKE
HOLLOWAY'S
PILLS***
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES:

Manufactured only at 74, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

**THERE IS NO DOUBT
THAT**

where ENO's 'Fruit Salt' has been taken in the earliest stages
of a disease it has innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

**IS
NATURE'S OWN REMEDY**

CAUTION.—Examine the capsule and see that it is marked ENO'S 'FRUIT SALT', otherwise you have the sincerest form of lottery—IMFACTION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, Eng. by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Complaints,
and other Diseases.

SAFEST and most
EFFECTIVE APOTHECARY
for the
REGULAR USE.

**DINNEFORD'S
MAGNESEA MAGNESEA**

**PRIZE
MEDAL
EXHIBITION
1876**
JOHN OAKLEY & SONS
WELLINGTON-EMERY & BLACK LEAD MILLS, LONDON
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS LIMITED, WELLINGTON MILLS, LONDON.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: IWASAKI
Which applies to all Branch Offices.
A1, A BC 5th Edition, Western Union
Codes used.

All Letters Addressed to:
MANAGER, MITSU BISHI CO.,
with name of place under.
BRANCH OFFICES:
NAGASAKI, MOJI, KORE, KARATE,
SHANGHAI, HONGKONG and HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Eng.
CHINKIANG: MESSRS GEARING & CO
MANILA: MESSRS MACDONALD & CO.

SOLE PROPRIETORS OF Takasima,
Ochi, Shimoyama, Namacuta and Kami-
Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Bunker Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET,
Hongkong, April 25, 1906. 816

Read . . .

**SEABREEZE'S
MARVELLOUS**

BY CAPT. JOHN MARCHANT.

ON SALE
AT
BOOKSELLERS.

PRICE..... 50 Cents.
Hongkong, April 30, 1907. 778

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,119.

I.—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Pad-up Capital £287,500 0 1

II.—Fire Funds 3,386,720 19 5

III.—Life & Annuity Funds 13,762,888 8 5

£17,837,119 8 1

Revenue First Branch, 2,061,044 19 2

Life & Annuity 1,712,808 19 10

Branches, 53,774,853 19 6

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

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EYES
FLUID

SOLE AGENTS.

W. G. HUMPHREYS & CO.

BANK BUILDINGS.

Hongkong, May 18, 1908. 1024

PEAK TRAMWAYS COMPANY
LIMITED.

TIMETABLE

WEEK DAYS.

8.00 a.m. to 8.30 a.m., Every 30 minutes.

8.30 a.m. to 8.30 a.m., Every 10 minutes.

9.30 a.m. to 11.00 a.m., Every 15 minutes.

11.30 a.m. to 12.45 p.m., Every 15 minutes.

1.15 p.m. to 1.30 p.m., Every 10 minutes.

1.15 p.m. to 1.30 p.m., Every 15 minutes.

2.15 p.m. to 2.30 p.m., Every 10 minutes.

2.15 p.m. to 3.00 p.m., Every 15 minutes.

3.30 p.m. to 5.00 p.m., Every 15 minutes.

5.00 p.m. to 8.00 p.m., Every 10 minutes.

8.45 p.m. and 9 p.m., 8.45 p.m. to 11.15 p.m., Every half hour.

SUNDAY.

8.00 a.m. to 9.00 a.m., Every 15 minutes.

9.00 a.m. to 11.30 a.m., Every 30 minutes.

9.30 a.m. to 11.00 a.m., Every 10 minutes.

11.30 a.m. to 12.45 p.m., Every 15 minutes.

1.15 p.m. to 1.30 p.m., Every 10 minutes.

1.15 p.m. to 1.30 p.m., Every 15 minutes.

2.15 p.m. to 2.30 p.m., Every 10 minutes.

2.15 p.m. to 3.00 p.m., Every 15 minutes.

3.30 p.m. to 5.00 p.m., Every 15 minutes.

5.00 p.m. to 8.00 p.m., Every 10 minutes.

8.45 p.m. and 9 p.m., 8.45 p.m. to 11.15 p.m., Every half hour.

SATURDAY.

Extra Cars at 11.30 a.m. and 11.15 p.m.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

TELEPHONE NO. 393.

Hongkong, June 14, 1907. 1018

BEHIND THE SCENES AT
MONTE CARLO.

By MRS C. N. WILLIAMSON.

Many causes combine to make Monte Carlo the most extraordinary place in the world. Its climate is delightful; its situation one of magical beauty; its history wavers back through the Middle Ages to the dimmest days of legend. It is one of the smallest of European States, and though wedged into the flank of democratic France, it has for ruler an autocrat whose will is law, and who governs unadvised and uncontrolled by a Parliament or any elected body whatever.

This tiny State which a few years ago was the poorest and meanest of principalities is to-day among the richest and most prosperous. The Prince's revenues are enormous; and though the population of Monaco is dense to the square mile than that of any other part of the world except Peking, more than 15,000 persons live on a territory three miles long by less than a mile wide—there is no overcrowding, no poverty, and no one pays taxes to the State.

This marvellous change has come about because in a large and fantastic building near the sea—a building like a sugar house designed by a confectioner—a number of solemn-faced men sit all day long and all the year round spin ivory balls in revolving wheels; and people flock in vast crowds from all parts of the world to bet great sums of money on the chances of the balls falling into one or other of 37 pockets. An overwhelming majority of those who come to bet lose their money; certainly not more than three or four percent. go away winners; yet so fascinating is this game of betting that even the most unfortunate players return year after year to lose more and more, their ranks being constantly swelled by others animated by hopes of winning, and doomed to the same disappointment.

The PRINCIPALITY OF MONACO consists, as people know, of two headlands, which jut out into the Mediterranean, and these offer a striking contrast. The western end is true Monaco. Here are grouped together a mass of buildings—a new Byzantine cathedral; an enormous oceanographic museum (for life is the deep sea is the hobby of the Prince); a picturesque medieval castle; the huddled and meekly dwelling of the people of the Rock; and a large number of Government buildings. All these erections, except the palace and some of the houses, have sprung up within the last few years, and all have been paid for by the unfortunate gamblers. No strangers are allowed to live on the Rock of Monaco. There are no hotels there. It is the home of the natives, where the Monegasques quietly carry on their trades; and foreigners, though they have just up its modern buildings, and helped to beautify the lovely gardens, are not welcome there.

But across the bay where now docks are being built for the Prince's wisely wishes to turn Monaco into a Mediterranean port stands the glittering Casino, set in exquisite gardens, and surrounded by hotels and restaurants and jewellers' shops—all the most expensive and the most luxurious to be found in Europe.

The world-famed Casino, the Mecca of all the throngs that swarm to the Riviera in the winter months, belongs to a limited liability company. Its founder was one Blanc who used to run the gaming tables at Hamburg. When these were suppressed after the Franco-German war he went to Monaco, divined the immense possibilities of a casino on the Mediterranean shore, made his offer to the reigning Prince, and received his concession. From that day dates the glittering prosperity of Monaco. The Prince's love of this ancient Rock of Monaco grew enormously rich with the gambling houses of the gamblers. M. Blanc grew enormously rich also. When he died his widow took over the management of the Casino; when she followed her husband the control fell into the hands of M. Camille Blanc, son of the founder, and present head of the administration.

M. Camille Blanc is the virtual though not the titular ruler of Monaco. Past middle age now, he is small and somewhat stout of figure, with a grey moustache and clover eyes, which miss nothing that goes on in the world around him. His

(Continued on Page 3.)

NOTICE OF REMOVAL.

FROM This Date our business will be
MOVED from 23, Des Voeux
Road Central to No. 23, QUEEN'S ROAD
(formerly occupied by Messrs W. BREWER
& CO.)

HOOSAIN ALI & CO.,
General Drapers, &c.

Hongkong, July 1, 1907. 1016

TO LET.

FROM 1st JULY.

ARGE and Spacious GOLDFIWS Nos.

9, 9A, 9B, 9C and 10, PRAYA EAST,

at present in the occupation of the Ad-

ministr.

APPLY TO

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, July 1, 1907. 1017

TO LET.

HATHERLEIGH CONDUIT ROAD.

NO. 1, RIPPON TERRACE, BONHAM

ROAD, OFFICES IN KING'S BUILDING AND

YORK BUILDING.

GOLDFIWS on PRAYA EAST.

HOUSE in CLIFFTON GARDENS,

Conduit Road.

FLATS in MORTON TERRACE.

APPLY TO

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, July 1, 1

Banks

KELLY & WALSH, LTD.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

Sterling Reserve.....\$10,000,000

Silver Reserve.....\$10,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COLT OF DIRECTORS:-

G. H. MELHURST, Esq.—Chairman.

Hon. Mr. HENRY KIRKSWICK—Deputy Chairman.

A. Fuoss, Esq. A. J. Raymond, Esq.

E. Goetz, Esq. E. Shillim, Esq.

A. Hauph, Esq. H. A. W. Slade, Esq.

C. R. Lenzmann, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:-

For 3 months 2½ per cent per annum.

6 " 3 " "

12 " 4 " "

J. R. M. SMITH,

Chief Manager.

Hongkong, June 14, 1907.

66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 5½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

J. R. M. SMITH,

Chief Manager.

Hongkong, January 12, 1907.

1617

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTORISED CAPITAL.....YEN 5,000,000.

PAID-UP CAPITAL.....\$3,750,000.

RESERVE FUND.....YEN 635,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, Kobe, Tainan, Tamsui,

Amping, Nagasaki, Tamsui,

Foochow, Osaka, Tokio,

Keelung, Shanghai, Yokohama,

Swatow.

HONGKONG OFFICE:

3, DES VIEUX ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learnt on application.

D. TOHDOW,

Manager.

Hongkong, April 5, 1907.

21

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

AD-UP CAPITAL.....\$2,800,000

Shortly to be increased to

\$2,100,000.

RESERVE FUND.....\$1,075,000

Shortly to be increased to

\$1,475,000.

RESERVE LIABILITY OF PROPRIETORS.....\$2,800,000

INTEREST allowed on Current Account

at the rate of 2½ per annum on the Daily balance.

On Fixed Deposits for 12 months 4 %

" 6 " 3 % "

" 3 " 2 % "

JOHN ARMSTRONG,

Manager.

Hongkong, May 16, 1907.

64

THE MERCANTILE BANK OF INDIA, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:-

For 12 months 4 %

" 6 " 3 % "

" 3 " 2 % "

EVAN ORMISTON,

Manager.

Hongkong, May 1, 1907.

42

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP.....YEN 23,000,000

RESERVE FUNDS.....\$14,559,000

BRANCHES AND AGENCIES:

TOKIO, KOBE, NAGASAKI,

LONDON, LIVERPOOL, NEW YORK,

SAN FRANCISCO, HONOLULU, BOMBAY,

SHANGHAI, HANGKOW, CHEFOO,

TIEN-Tsin, PEKING, NEWCHENG-WEI,

TOKIO, DUNLYN, ANTING,

ELONGO, MIKUNI, TIE-LING,

CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

Hongkong—Interest allowed.

On Current Account at the rate of 2½ per annum on the daily balance.

ON FIXED DEPOSITS:-

For 12 months 5½ per annum,

For 6 months 4 %

For 3 months 3 %

TAKEO TAKAMICHI,

Manager.

Hongkong, April 8, 1907.

5

Lighter Days with Troddles, by R. A. Andon. 81½

The Man who was dead, by A. W. Marchmont. 1½

Dead Love has Chains, by M. E. Braddon. 1½

The Wire-Tappers, by Arthur Springer. 1½

The Runt, by Chas. Marrott. 1½

The Vigil, by Harold Beale. 1½

The Glen O' Weeping, by Marjorie Bowen. 1½

Hor Son, by H. A. Vachell. 1½

The Invaders, by Margaret L. Woods. 1½

Running Water, by A. E. W. Mason. 1½

The Diamond Ship, by Max Pemberton. 1½

Royal Academy Pictures, Vol. 1907. 3½

Le Nu au Salon, 1907. 2½

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BIRTH.
CURRY.—At Exeter, England, on 3rd July, the wife of George Curry, of a Son.

MEMOS FOR TO-MORROW.

Miscellaneous.
Goods per E. F. Ferdinand undelivered after this date subject to rent.

General Memoranda.

SATURDAY, July 6:—
4 p.m.—Meeting of Hongkong Gymnasia Club, at Happy Valley.

MONDAY, July 8:—
Goods per Fr. Ludwig undelivered after this date subject to rent.

TUESDAY, July 9:—
Goods per Nippon Maru undelivered after noon this date subject to rent.

THURSDAY, July 11:—
Noon—Meeting of Green Island Cement Co., Ltd., at Co.'s Registered Offices. Transfer Books of Green Island Cement Co., Ltd., close from this date to 20th July, inclusive.

SATURDAY, July 13:—
Noon—Meeting of Green Island Cement Co., Ltd., at Co.'s Registered Offices. Transfer Books of Green Island Cement Co., Ltd., close from this date to 20th July, inclusive.

HONGKONG, THURSDAY, JULY 4, 1907.

JAPAN'S INDUSTRIAL FUTURE.

YESTERDAY we referred in this column to the fear expressed by the ship-owners of America that they would be unable to face, with any hope of success, the competition of state aided Japanese lines. A factor, and a highly important one which has vastly assisted the Japanese in their competition, not only with foreign shipping, but with manufacturers of all kinds was not mentioned. That is the very low rate of wage paid to Japanese workmen. Japan has of late years launched out upon the manufacture of goods of all descriptions. As the price of labour always constitutes the principal influence in determining the cost of manufacture Japan has obviously a heavy handicap. There is no legislation in Japan as in most other countries fixing the hours of labour and compelling factory owners to observe certain conditions. The Japanese employer can obtain labour at the lowest price in accordance with the law of supply and demand and is put to no expense in the way of providing healthful surroundings for his employees. This enables him to produce manufacturers at a price which is far below that at which his competitors in other countries can place them upon the market. Then again, as far as the Far Eastern trade is concerned, Japan occupies a geographical position which gives her a further great advantage. From a bare consideration of these facts it might seem as if it is only a question of time, and development before Japan absorbs the entire trade of this part of the world. But the law of compensation is ever, at work and it is operating extremely rapidly in Japan. Anyone who has studied recent developments in the Island Empire must have been struck by the great number of strikes which have occurred. During the last eighteen months, a complete change has come over the industrial workers of Japan. They have begun to follow the example of workers in other countries and have formed themselves into unions for the purpose of levelling up wages. It will not be long before they demand a working day of a limited number of hours and insist upon general improvement in the conditions under which they labour. The reason for this is not far to seek. The workers recognise that it is mainly because of the cheapness of their labour that their employers are able to drive out competitors and secure a virtual monopoly of trade. With the spread of education they are beginning to understand something of economics and they are encouraged to demand some share in the additional profits created by their labour. Already wages have risen in Japan with a rapidity that is unexampled. This will continue until in course of time the Japanese skilled worker is paid at about the rate which prevails for similar work in other parts of the world.

This must inevitably happen and when it does the only handicap that Japan will possess will be her geographical position of which no economic change can rob her. In a word the future promises that the process will consist, not of other countries coming down to Japan's industrial level, but Japan being forced up to theirs. Consequently, although the competition of Japan may be felt for some years it need be regarded as merely a phase which contains within itself the germ of ultimate regulation.

There is something pathetic in the visit of the Korean delegation to the Hague. The faith of the delegates in the singleness of purpose of the nations which are represented at the Peace Conference is touching in its simplicity.

Whatever the rights or wrongs may be in regard to the Japanese occupation of Korea it is quite certain that the powers will do nothing. Russia, still negotiating with Japan, could hardly be expected to take up an attitude which would jeopardise the successful outcome of those negotiations. Great Britain's hands are tied by the alliance.

France has just concluded a treaty with Japan and cannot therefore take up an attitude of antagonism. Germany makes no disguise of her anxiety for Japan's friendship and will do nothing to prevent the realisation of her desires. No doubt the poor, simple-minded Koreans thought they had only to make out their case to cause the Powers to take steps to force Japan to treat Korea properly—assuming that Korea has not been treated properly. But the Koreans will soon learn that in international politics abstract questions of right or wrong are not considered. Expediency is the watchword. The two Japanese cruisers now visiting Europe form the only kind of argument that even a Peace Conference seems worthy of consideration. While the cannon-smoke, to speak, still wreathes over the battle-fields of Manchuria, the Powers cannot see what lies beyond in Korea and none are so blind as those who will not see. We believe that Korea is doomed to be a dependency of Japan and that it is useless for her to kick against the pricks. All that well-wishers of the Hermit Kingdom will hope is that the wise and enlightened Marquis Ito will long remain Resident General. He is animated by the desire to reduce friction to a minimum and to make the Koreans capable of self-government. If he keeps his subordinates in check in a few years it may be anticipated that the Koreans will resign themselves to the inevitable and determine to make the best of what they, not unaturally, deem a bad job.

It has been evident for some time that the status of Consuls is undergoing a change. Great Britain is not now the only nation of shop-keepers.

All countries are recognising that commerce is the basis of national greatness and are making strenuous efforts to extend their trade. Recognition is also being given to the fact that Consuls have excellent opportunities of gaining business for their nationals.

These opportunities have been chiefly availed of by America and Germany in the past but there are symptoms that Great Britain is awakening to the fact that the prestige of her Consular representatives would not be affected if they kept more in touch with commercial matters. The system of the American Consul at Prague shows what may be done for trade by an energetic Consul. We read in the Rochester "Post Express":—In carrying out his idea of putting the "system" into practical use, Consul Leduc wrote to hundreds of manufacturers and commercial houses in this country, requesting information, catalogues and samples. He wrote to American trade papers asking for copies to be kept on file in the Consulate. Every piece of information is filed and indexed for instant reference. In addition the Consul has what he calls his "trade experience," a series of reports in which he gives actual examples, as they came to his notice, of trade difficulties occurring between the two countries, with suggestions for improvement. An "inquiry department" provides prompt and reliable information about credits and helps to secure

prompt payments and collections. This information is obtained through leading banks in Bohemia which have undertaken to supply it gratis in consideration of the business it may bring to them. "Opportunity bulletins" are issued, pointing out chances to sell American products, giving lists of undertakings of all kinds where American bidders might secure contracts, with the character and cost of the proposed work. This information is secured from newspapers. Every Bohemian newspaper of importance is read by the consulate clipping-force, and all information of a commercial character is filed and indexed. For example, if a city in Bohemia is to install an electric-lighting plant, the character of the plant, the date when bids must be received, and other information germane to the subject are published in the "opportunity bulletin." In this way American manufacturers and commercial houses are kept in touch with business and trade conditions in Bohemia. Through the "system" of Consul Leduc the American business man is enabled to broaden the scope of his commercial dealings and increase the volume of receipts.

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BY TELEGRAPH.

WEI-HAI-WEI.

Question of Re-purchase.

(From Our Correspondent.)

PEKING, July 6.

The question of the re-purchase of Wei-hai-wei is being discussed here. Prince Ching brought the matter up and declared that he regarded Wei-hai-wei as the best harbour for the contemplated Chinese fleet.

AMERICA AND JAPAN.

Demonstration at Tokyo.

(From Our Correspondent.)

TOKYO, July 4.

It is announced that a demonstration is to be held here shortly in connection with the San Francisco question.

Count Okuma is to attend the demonstration.

THE SWATOW FATALITY.

(From Our Correspondent.)

SWATOW, July 4.

We had a very sad accident here on the 27th inst. A Chinese ferry boat capsized between Swatow and Kukchow, near in the middle of the harbour, resulting in the death of six Chinese and Doctor Worley, the only Medical Missionary, who was attached to the American Baptist Mission here. During the day the weather was boisterous and when the tide turned there was quite a rough sea running. This has subsided by 5 or 6.30 p.m. and the harbour was fairly calm. The accident, we say, was due to carelessness on the part of the Chinese steersman, who was inexperienced, and who, I hear, knew very little about the handling of a boat. Others report that the ferry boat was over-loaded and could not be handled properly. I do not think this was true on this occasion. Many boats went to the rescue and all the people were picked up.

The Hsuehing was just leaving Tsin at the time and she promptly took a boat and rescued three Chinese. As it was getting dusk and returning to land they would have taken some time. The Hsuehing carried these men on to Amoy, and the Hainan brought them back yesterday. The prompt way in which the Hsuehing lowered a boat and rescued those men was a very commendable act and reflects great credit on the Captain and officers of that vessel.

The unfortunate sampan capsized close to the Japanese steamer Justin Maru, but the Captain never attempted to lower a boat and rescue the helpless people drifting by his vessel. Had he done so, there would have been more saved.

The sudden death of Dr Worley was a fearful shock to the whole Port, and one could not realize it at first. Imagine the feelings of poor Mrs. Worley, when this awful news was broken to her. Our sincere sympathy goes out to this bereaved wife. The late Doctor was much respected by all classes of Chinese and his energy for work was enormous. He had the medical work of the whole Mission to attend to, so was more than well occupied, and no Chinese sufferer had ever to wait for him. Day and night saw him hard at it. This evening the funeral took place in our little cemetery at Kukchow, and was well attended by many members of the European and Chinese community. Several of the bodies of the Chinese victims have been recovered.

Almost every year a ferry boat capsizes in the harbour, and there is no doubt that ninety-nine per cent of these accidents are due to the overcrowding of passengers in these small boats. It is to be hoped that the English Consul and the Commissioner of Customs will take immediate steps to prevent a repetition of last Thursday's sad event. These boats ply between the Consular jetty and the Customs jetty, so it is an easy matter to control the boatsmen and grant them a license to carry a regulated number of Chinese passengers. Any over-crowding to be strictly punished.

The Customs have numbered every boat in the harbour and it would not be difficult to draw up a few regulations for ferry boats. Launches of all sizes are controlled by the Customs and all sorts of regulations have to be observed regarding the carrying of passengers, but these wretched ferry boats are allowed to act as they please and nothing is done by the authorities. Let us hope the Commissioner of Customs will take this matter up.

WOMEN AND THE COUNTY COUNCIL.

LONDON, June 13.

The House of Lords has passed the bill for second reading of the Government Bill for making women eligible for County Borough Councils, but the prospects of its becoming law this session are doubtful.

COLIC AND DIARRHOEA.

PAINS in the stomach, colic and diarrhoea are quickly relieved by the use of Chamberlain's Oolong, Colds and Diarrhoea Remedy. When in need of such a medicine, give it a trial. For sale by all chemists and storekeepers.

A LAND SALE.

Liu Wong, a stonemason, owned a small plot of land at Ma-tau-chi, on which he raised a loan of \$50 from Lo Fuk. Some time after Liu wanted to dispose of his property and found a purchaser in Ip Fuk for \$200. Liu told Ip Fuk of the mortgage and on receiving \$100 Liu paid off Lo Fuk's \$50. Subsequently Ip paid Liu another \$50 and said he had paid off the mortgage. Then Liu sued Ip for \$50 balance and Ip brought a cross action for \$50. Mr H. K. Holmes appeared for Ip but plaintiff appeared in person. The evidence of Liu was as follows: at one time he said he received \$60, another time it was \$40 and so on. His son a fifteen year old boy was called as a witness and answered so clearly as to elicit the remark from His Honour Mr A. G. Wise "He is quite young, that boy, but I think he is an advance on his parent as far as some goes!" Further evidence was called and judgment was given for Ip Fuk.

THE BANDMANN OPERA CO.

In a few days' time we are to be introduced to a new combination of artists touring the East under the management of Mr Maurice Bandmann. Files to hand from India show the Company up in a very favourable light. "The Sporting," Ago 9 says: "We have nothing but praise for Mr Bandmann's reconstructed Opera Company and during the week we have been treated to four operas distinctly different in character so that we have had a fair chance of gauging the merits of the present combination. The public verdict is unanimous and Mr Bandmann should feel flattered at the evident tokens of satisfaction which manifested in the rounds of applause with which the best numbers of the various pieces are received."

"The Advocate of India" says: "It is a pleasure to note that Mr. Maurice Bandmann's efforts to cater for the Bombay public are meeting with a hearty response. As a manager he spares no expense to engage the best talent he can induce to come out to the East, and the Company now playing in Bombay is certainly the strongest operatic combination he has brought out, and he well deserves to meet with the best of success."

CHINA SQUADRON NEWS.

Movements of the Fleet.

H.M.S. King Alfred, Kent, Bedford, Astraea and the destroyer flotilla, which is at present at Weihsien, will on July 22 leave Weihsien for a cruise to Miyako, Nagata, Hakodate, Muroran, Asomori, Okura, Vladimir Bay, Vladivostock, Korniloff, Port Lazareff and Nagasaki, arriving at the latter port in September.

Then the King Alfred will visit Weihsien (Sept. 10), Chiuantung (Sept. 20) and, after a visit to Peking and Hankow by the Commander-in-Chief, will return to Mina Bay, where battle practice is to be carried out on October 20.

The Kent on her way down will visit Yokohama, Sants and Amoy.

The Astraea will escort the destroyer flotilla to Clausen and then return to Wusung, until relieved by the Flora.

The "Monmouth" after conveying Prince Fusimi to Japan will carry out exercises at Weihsien until the Bedford arrives from Port Lazareff. The Heavy Gunlayer's tests will be carried out by both vessels, after which they will cruise independently in the Gulf of Pechili, and arrive at Mina Bay by October 20.

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The destroyer flotilla will return from Hakodate (August 8) direct to Nagasaki and after parting with the Astraea at Clausen will return to Hongkong, calling at the Treaty Ports en route and subsequently rejoining the Flagship in Mina Bay.

JAPANESE ARMY MANOEUVRES.

New Field Artillery.

Heavy guns were practically used for the first time by our Army at the battles of Liayang and Shihao, remarks the "Japan Times." The remarkable power of these guns, which caused the most serious loss to the enemy, has made the military authorities feel it a matter of urgent necessity to organize a some special regiments for using these powerful guns and it will not be long before we see the establishment of the new heavy gunnery brigades. For this purpose the authorities have been long engaged in introducing some important improvements in the howitzers and cannon hitherto in use from the lessons given by the late war. These two improved guns are respectively named the 33th system 15 centimetre howitzer and the 33th system 9 centimetre cannon, and they are to be adopted and used by the new heavy artillery regiments. Compared with the former heavy guns the new guns are far superior. The forth coming autumn grand manoeuvres, to be held in the districts surrounding Utsunomiya, will be carried out, as already reported, on a larger scale than any ever held in the empire. Altogether four army divisions comprising cavalry field artillery, sappers and commissariat troops, as well as telegraph and military balloon corps, all in war organization, will take part. The authorities concerned have finally decided on the organization of machine gun troops, the powerful effect of which was so strikingly experienced in the late Manchurian campaign, to participate in the manoeuvres. Probably two or three companies of these troops will be attached to each division and we understand each division is now occupied in making arrangements for organization. As to the commissariat troops to participate in the manoeuvres, they will consist of four battalions or more in proper proportion. The military authorities intend to take advantage of this occasion to test the new 33th system two-wheeled provision wagons. These new wagons will be put on trial together with the present 36th year system wagons, an equal number of them being furnished to both armies, the invading and the defending. The better ones will be adopted for future use.

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DR WYNDHAMS CASE.

Judgment for Plaintiff.

In the Summary Jurisdiction of the Supreme Court this afternoon before His Honour Mr A. G. Wise, the case in which he sued a loan of \$50 from Lo Fuk. Some time after Liu wanted to dispose of his property and found a purchaser in Ip Fuk for \$200. Liu told Ip Fuk of the mortgage and on receiving \$100 Liu paid off Lo Fuk's \$50. Subsequently Ip paid Liu another \$50 and said he had paid off the mortgage. Then Liu sued Ip for \$50 balance and Ip brought a cross action for \$50. Mr H. K. Holmes appeared for Ip but plaintiff appeared in person. The evidence of Liu was as follows: at one time he said he received \$60, another time it was \$40 and so on. His son a fifteen year old boy was called as a witness and answered so clearly as to elicit the remark from His Honour Mr A. G. Wise "He is quite young, that boy, but I think he is an advance on his parent as far as some goes!" Further evidence was called and judgment was given for Ip Fuk.

Mr C. F. Dixon (of Messrs Hastings and Hastings) appeared for the plaintiff and Mr D. Thompson for the defendant.

Mr Dixon—The defendant's evidence in this case was taken *de bene esse* on Saturday. I understand that my friend admits that we suffered damages to the extent of \$1,000 but he wishes to ask Mr Sutherland one or two questions as to whether he has had any reports from captains reflecting on the sobriety of the defendant.

His Lordship—The sobriety?

Mr Thomson—Yes, there seems to be an impression abroad that he has exceeded himself.

His Lordship—So far as I am concerned I know nothing about it.

Mr Thomson—The defendant wishes to know my Lord's evidence.

His Lordship—I may say at once I never took my impression on the inexperience portion.

Mr Thomson—But there is an impression in the Colony reflecting on the defendant's sobriety and I want to clear his character.

His Lordship—I consent to that and further I want Mr Sutherland to prove damages. (To Mr Thomson.) Do you admit \$1,000, if there is a breach of the agreement?

Mr Thomson—Yes, if there is a breach.

His Lordship—That is purely a legal point.

Mr Robert Sutherland, of the Hongkong Office of the Indo-China Steam Navigation Company, was called and stated that in consequence of the refusal of the defendant to proceed on the Hopson the Company suffered a loss. The defendant left at Singapore on February 8, just when the company had the offer of a charter for the Hopson from Saigon to Singapore.

In consequence the company were forced to relinquish the charter and accept another from Hongkong to Hongay.

The difference between the two charters was \$3,666. Another Doctor had to be engaged from England and the cost of passage, etc., amounted to about \$60.

In answer to Mr Thomson witness stated that he had not heard any complaints as to defendant's sobriety.

After argument as to the legal effect of the contract judgment was given for plaintiff with costs.

INCOMING CARGO.

I am informed that when the new Chinese Ambassador arrives in England at the end of the summer he will find negotiations so far in progress between the British and Chinese governments that he will speedily be able to effect an agreement whereby Tibet and the Chinese provinces adjoining will be open to much freer conditions of trade. Since the Younghusband expedition to Lhasa there have been a number of misunderstandings which a new agreement is expected to clear up.

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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

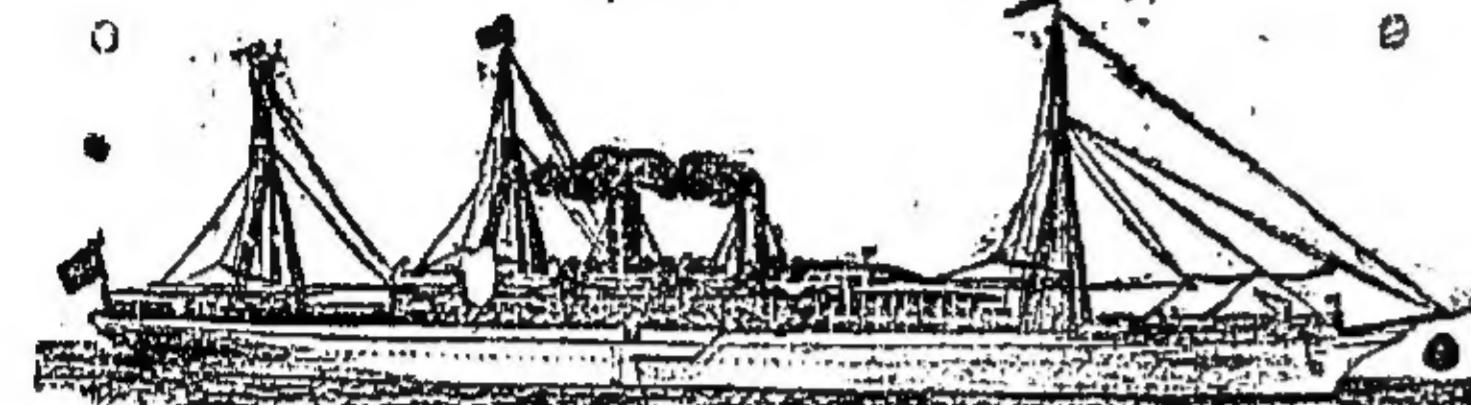
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & SIMLA	About 8th	Freight and Passage.
AND YOKOHAMA	Capt. O.D. GOLDSMITH, R.N.R.	July.
SHANGHAI	Capt. J. D. ANDREWS, R.N.R.	About 11th Freight and Passage.
LONDON, VIA USUAL PORTS	Capt. E. STREET	18th Noon, 19th
MARSEILLES, LONDON & SYRIA	Capt. D. C. GREGOR, R.N.R.	About 17th Freight and Passage.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

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PROPOSED SAILINGS.

R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER (Subject to Alteration)

ATHENIAN	3882 Tons	WEDNESDAY, July 17	Aug. 10.
EMPEROR OF INDIA	6000 Tons	THURSDAY, Aug. 1.	Aug. 19.
MONTREAL	6163 Tons	WEDNESDAY, Aug. 14.	Sept. 7.
EMPEROR OF JAPAN	8000 Tons	THURSDAY, Aug. 29.	Sept. 16.
TARTAR	4425 Tons	WEDNESDAY, Sept. 11.	Oct. 14.
EMPEROR OF CHINA	6900 Tons	THURSDAY, Sept. 26.	Oct. 14.

"EMPEROR" Steamers will depart from Hongkong at 4 p.m.

Intermediate Steamers at 12 Noon.

THE Julekoss route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOREA, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial "EMPEROR" Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, £80. via St. Lawrence £80. via New York £82.

Intermediate on Steamers £40.

and 1st Class Railways £42.

6,000 Tons.

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Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

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D. W. CRADOCK, General Traffic Agent for China.

CORNER PEDDER STREET and CHAYA, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS SAILING DATES

MARSEILLES, LONDON	KANAGAWA MARU, Capt. N. Chou, Tons 6169	WEDNESDAY, 10th July, at Daylight.
AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.		
WAKASA MARU, Capt. A. Christiansen	WEDNESDAY, 24th July, at Daylight.	

VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOREA & YOKOHAMA.

SYDNEY and WELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE, GENOA, LONDON, ANTWERP, via MELBOURNE, SINGAPORE, COLOMBO, SUEZ and PORT SAID.

NAGASAKI, KOREA and YOKOHAMA.

SHANGHAI, MOJI & KOREA.

KOREA and YOKOHAMA, BOMBAY, via SINGAPORE.

YOKOHAMA, KOREA and YOKOHAMA.

A. S. MIHARA, Manager.

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Sailing Dates Subject to Change.

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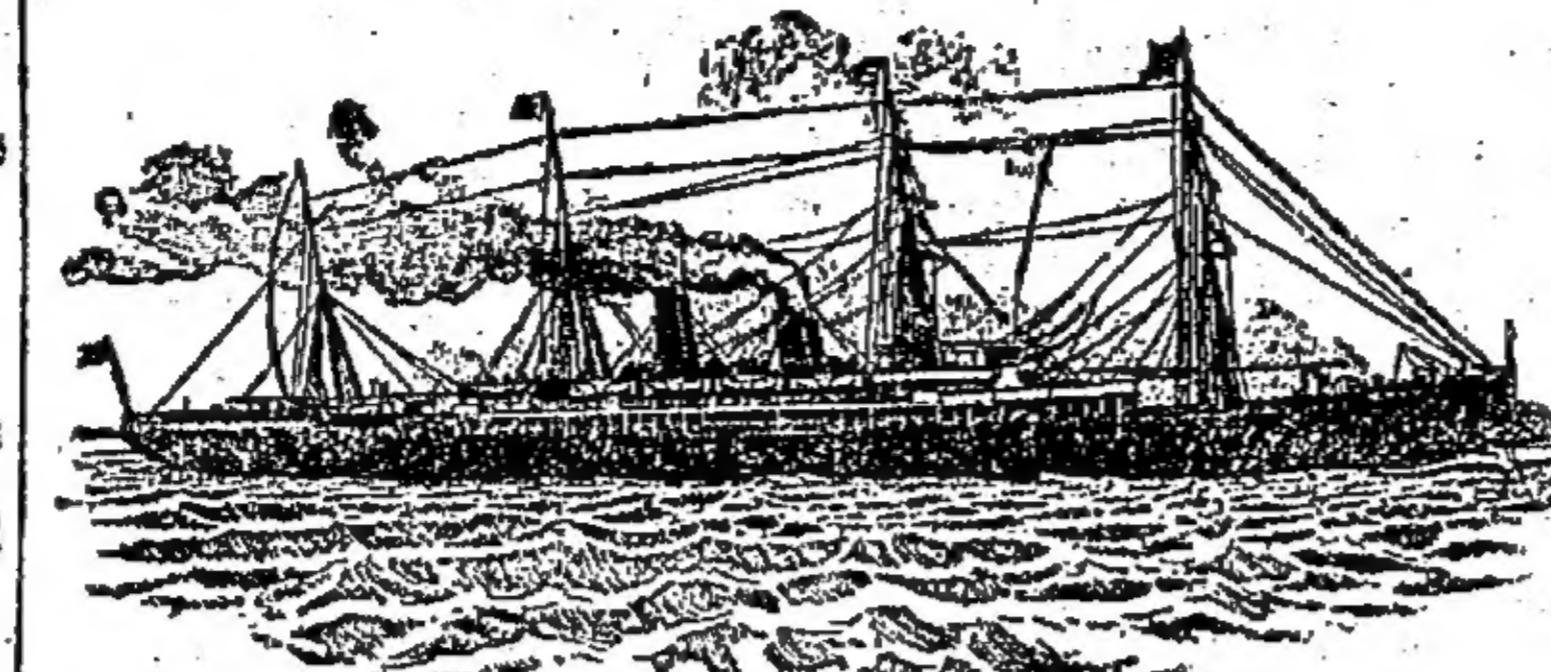
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STEAMERS SAILING DATES 1907.

* NIPPON MARU	11,000 Tons	TUESDAY, 9th July, at Noon.
DORIO	2,500	SATURDAY, 20th July, at Noon.
COTTO	9,000	TUESDAY, 27th July, at Noon.
* HONGKONG MARU	11,000	TUESDAY, 6th Aug., at Noon.
KOREA	18,000	FRIDAY, 16th Aug., at Noon.
* AMERICA MARU	11,000	SATURDAY, 23rd Aug., at Noon.
* SIBERIA	18,000	SATURDAY, 31st Aug., at Noon.
CHINA	10,200	SATURDAY, 7th Sept., at Noon.
* MANCHURIA	27,000	SATURDAY, 14th Sept., at Noon.

* Twin Screw.

RECORD FAST TRIPS.

Yokohama to San Francisco, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, 18,000 tons, Oct. 13th to 28th, 1905; en route, August 16th-31st, 1905, 15 days, 15 hours.

Yokohama to San Francisco, 18,000 tons, Oct. 13th to 28th, 1905; 10 days, 10 hours and 29 minutes.

The T.K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (UNLAND SEA), KOREA, YOKOHAMA and HONOLULU, on TUESDAY, the 9th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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For further Particulars, apply to

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NAPLES, GENOA, GIBR'L TAR, SOUTHAMPTON, ANTWERP AND HAMBURG] PREUSSEN, Capt. C. Nahrath.

SHANGHAI, NAGASAKI, ZIETEN, KOREA AND YOKOHAMA] Capt. Rud. Meyer.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE] MANILA, Capt. Minssen.

YOKOHAMA AND KOBE] PRINZ WALDEMAR, Capt. W. von Senden.

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For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, July 1, 1907. 107

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STEAMERS TO SAIL 1907.

FOR BOSTON & NEW YORK.

SAINT PATRIK. 9th July.

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With OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

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PARK 1000 July 18, at Noon.

KASATO MARU 6100 End of Sept.

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R. MATSUDA, Manager, York Building.

Hongkong, April 15, 1907. 215

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Published by the SOCIETY OF MISSION EXTRANGERES.

Translated by EDWARD HARPER PARKER and

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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FOR

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TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
TON	TON	TON	Saturday, 1907	Saturday, 1907
CHINA 5000	July 18	MOOLTAN 9600	Aug. 10	Aug. 17
DELTA 5000	July 17	MAZEDONIA 10500	Aug. 25	Sept. 1
DELHI 5000	Aug. 19	HIMALAYA 7000	Sept. 8	Sept. 15
ARCADIA 5000	Aug. 24	MOLDAVIA 9500	Sept. 22	Sept. 29
MARMOZA 10500	Sept. 7	INDIA 8000	Oct. 6	Oct. 13
MALTA 5000	Sept. 21	MONGOLIA 9500	Oct. 20	Oct. 27
DELTA 5000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9
OBAMA 5000	Oct. 19	BRITANNIA 7000	Nov. 10	Nov. 23
DELTA 5000	Nov. 2	MOOLTAN 9500	Nov. 30	Dec. 7
ARCADIA 5000	Nov. 16	CHINA 8000	Dec. 14	Dec. 21
DEVANHA 6000	N. V. 30	HIMALAYA 7000	Dec. 23	1908, Jan. 4

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Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong.

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* NYANZA 7000	July 31	Sept. 18
* SIMLA 6000	Aug. 14	Sept. 30
SUNDAY 4800	Aug. 28	Oct. 14
* CEYLON 4000	Sept. 11	Oct. 28
NATIVE 7000	Oct. 9	Nov. 25
* MANILA 4500	Oct. 23	Dec. 8
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* NORE 7000	Dec. 4	Jan. (1908) 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

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BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSAPROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

FOR LEAVING

MASAN MARU, Capt. I. SAKURAI,	TAMSUL, Via SWATOW AND AMOY.	SUNDAY, 7th July, at 9 a.m.
FUKUSHU MARU, Capt. T. Ito,	ANPING, Via SWATOW AND AMOY.	WEDNESDAY, 10th July, at 8 a.m.
+ SHOSHU MARU, Capt. M. NEMOTO,	SHANGHAI, Via SWATOW, AMOY AND FOOHOW.	THURSDAY, 18th July, at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light, First-class Saloon Amidships, and Unvalued Table.

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VIA

MOJI, KOBE AND YOKOHAMA.

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GENERAL AGENTS

QUEEN'S BUILDINGS.

For Sale by PRINCIPAL CHEMIST.

428

Lord Curzon's Comment.

Lord Curzon, in the course of a long letter to "The Times" on the Indian Budget debate, remarks, with reference to the Amir's visit, that we accepted the condition that political matters, which enter into the basis of our relations should not be discussed during the Amir's visit.

We raised the number of guns to which the Amir was entitled in his salute (63), thus placing him on a higher level than any foreign sovereign in the world.

We conceded him a style of address never before admitted, and expended on his entertainment a sum little short of the cost of the Delhi Durbar.

Lord Curzon expressed the opinion that by these means we ought to be able to produce a favourable result.

In reply to criticisms regarding centralization in the Indian system of Government, Lord Curzon declared that the local Governments, when unenlightened by outside experience and uninformed by high control, tends to become narrow, rigid and rather soulless. Weakening the controlling hand might give greater freedom to the governing agencies immediately below, but afford less justice to the vast number of strata lower still.

To-day's Advertisements

GREEN ISLAND CEMENT CO., LIMITED.

AN INTERIM DIVIDEND of 80 cents per share for the six months ending 30th June, 1907, will be payable on the 12th July, on which date a DIVIDEND WARRANT will be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHIRWAN, TOMES & CO., General Importers.

Hongkong, July 4, 1907. 1110

* FOR SINGAPORE, PENANG AND CALCUTTA

THE Steamship CATHERINE APCAR, Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 6th July, at 3 p.m.

For Freight or Passage, apply to D. SASSOON & CO., LTD., Agents.

Hongkong, July 4, 1907. 1113

AUSTRIAN LLOYD'S NAVIGATION COMPANY

STEAM FOR FLUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SULZ AND PORT SAID.

(Taking cargo at through rates to the BRAZIL, PERUAN VULP, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship NIPPON, Captain E. TARABOCCHI, will be despatched as above on SUNDAY, the 21st July.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER, & CO., Agents.

Princes' Building, Hongkong, July 4, 1907. 1114

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, calling at TIMOR, PORT DARWIN and QUEENSLAND, and to and from ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship EMPIRE, Captain HELM, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

* To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIEBB, LIVINGSTON & CO., Agents.

Hongkong, July 4, 1907. 1115

EXCHANGE.

HONGKONG, July 4, 1907.

On London—

Bank, Wire, 23/4

" 10 demand, 23/4

" 30 days sight, 23/4

" 4 months sight, 23/4

Over, 4 months sight, 23/4

Documentary, 4 months sight, 23/4

Over, 23/4

On demand, 23/4

Over, 4 months sight, 23/4

On demand, 23/4

Over, 60 days' sight, 53/4

On demand, 53/4

On demand, 72/4

On demand, Pesos 107/4

On demand, 72/4

80 days' sight, (private paper) 72/4

On Yokohama—

On demand, 107/4

Gold Leaf, 100 fine, (per ton) 49.70

Governments (Bank's buying rate) 9.9.05

Silver (per oz.) 81d.

SHIPPING

ARRIVALS.

July 3.

Pokka, German str., 1,018, J. Wenzl,

Bangkok, June 27, Rice and Flour.—

MARKEWALD & CO.

Kweldiech, British str., 1,815, A. Stoker,

Salina Cruz (Mex co), May 26, CHINESE,

Koh-i-chung, German steamer, 1,292, C.

Roskilde, Bangkok, June 25, Rice.—

BUTTERFIELD & SWINE.

Dagny, Norwegian str., from Canton,

Huiping, British str., 1,017, Jamison,

Huiping July 2, Rice.—BUTTERFIELD & SWINE.

Mecca, Chinese steamer, 1,338, C. V.

Frigate, Shanghai June 30, General.—C.

M. S. N. Co.

Hatzching, British steamer, 1,267, A. E.

Hodgson, Fochow, via Amoy and Swatow

July 3, General.—DOUGLAS STEAMERS CO.

Hercules, American str., 1,204, A. Mathias,

Ho-how July 3, General.—BUTTERFIELD & SWINE.

Ho-how, British str., 1,017, Jamison,

Huiping July 2, Rice.—BUTTERFIELD & SWINE.

Mecca, Chinese steamer, 1,338, C. V.

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Ho-how, British str., 1,017, Jamison,

Huiping July 2, Rice.—BUTTERFIELD & SWINE.

Mecca, Chinese steamer, 1,3